

Appendix E: Baseline Report

2015 TMP and 2009 ATP Bicycle and Pedestrian Progress

CKC: ATP Goal G1. Develop the Cross-Kirkland Trail

Plan	Objective, Policy or Strategy or Action		2021 status:
TMP	Pol T-1.5	Build world class CKC with ample connections	<ul style="list-style-type: none"> • Kirkland built first segment built on ERC – purchased in 2012, Master Plan completed in 2014, interim trail complete Jan 2015 • Totem Lake Connector under CN to be completed in 2022 • Willows Rd Connector completed • Working with KC on three new crossings and the completion of KC’s owned section between 132nd and Willows • Art/ placemaking/ history on the corridor – depot, mural, rail tie art, new art program • 22 neighborhood access points were created in addition to existing roadway access • 5 sets of staircases that include runnels for bike access • four benches donated • Google Feriton Spur park completed, expansion underway • Adjacent park – Totem Lake Park completed
ATP	Obj G1.1	Be the first to build a segment of the ERC	

Safety: ATP Goal G2. Reduce crash rates; ATP Goal G5. Improve safety for people crossing streets;
 TMP Goal T-0 Safety: By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland

Plan	Objective, Policy, Strategy or Action		Current Status
TMP	Pol T-0.1	Develop Vision Zero (VZ) Safety Plan	Staff are developing the Vision Zero Action Plan
ATP	Obj G2.1	Reduce crash rates involving cyclists and pedestrians	Pedestrian and cycling related crashes increased between 2010 - 2015 but reduced between 2015 and 2017, had another spike in 2019 but reduced again in 2019 but not to the levels in 2016 and 2017.
TMP/ ATP	Pol T-1.7, Obj G5.1 and 2	Improve street crossings, reduce pedestrian crashes at signalized intersections, plan for improved safety at crosswalks	Implemented engineering solutions: <ul style="list-style-type: none"> • added lighting at 72 intersections, assessed additional lighting at crosswalks – future needs • 63 RRFB’s, 3 additional crosswalk flashers, 2 additional 4-way flashers • 131 curb extensions • long time implementer of ‘skinny streets’ to reduce speeding, etc.
TMP	Pol T-1.1	Improve the safety of walking in Kirkland.	
ATP	Obj G5.5	Perform pilot Road Safety Audit and identify other locations	Completed pilot Road Safety Audit and have identified other locations - Pilot was on 116 th and 98th

Walking: ATP Goal G3. Add facilities for pedestrians, ATP Goal G6. Remove physical barriers to walking,
 TMP Goal T-1 Walking: Complete a safe network of sidewalks, trails and crosswalks where walking is comfortable and the first choice for many trips.

Plan	Objective, Policy, Strategy or Action		Current Status
TMP, ATP	Pol T-1.2, Obj G6.1	Identify and remove barriers to walking, Reduce the number of sidewalk obstructions.	<ul style="list-style-type: none"> • Sidewalk barrier and obstructions are removed opportunistically with projects or, based on community complaints, when possible. • Sidewalk condition survey finished • Have a 'suggest a project' map
TMP, ATP	Pol T-1.3, Obj G3.2	Make getting around on foot intuitive, Plan and install a pedestrian wayfinding system.	<ul style="list-style-type: none"> • Planned wayfinding for the CKC • Greenways includes wayfinding • Wayfinding for Lake Washington Loop
TMP	Pol T-1.4	Support all the goals in the TMP when planning and implementing pedestrian facilities.	<ul style="list-style-type: none"> • Neighborhood Safety Program was established in 2014 • TMP criteria is being used for pedestrian facilities in these programs: Neighborhood Safety Program, prioritize school walk routes
ATP	Obj G3.1, 3.3	Complete sidewalk on one side of all principal and minor arterials improve lighting at uncontrolled crosswalks on higher volume streets	<ul style="list-style-type: none"> • 85.78% completion (including annexed area) • Neighborhood street light program has \$75k (Council memo 2020) for 47 lights at crossings on high volume streets. • Additional crossings on high volume streets have been identified or are in the process • See above under 'safety'
ATP	Obj G6.2	Develop ADA Transition Plan	<ul style="list-style-type: none"> • Pre/ Self - Assessment Complete • Overlay program is upgrading ADA ramps on all arterial streets where there is an overlay (levy report and CIP) • DT ADA parking has been assessed and installed • \$100k per year ADA annual project in CIP • Developers required to improve ADA
TMP	Pol T-1.5	Create a plan for a Promenade along portions of the shore of Lake Washington.	Data collection study completed. Further study and design to continue in 2022.

Bicycling:

ATP Goal G7. Improve on-street bicycle facilities; ATP Goal G8. Make bicycling more convenient

TMP Goal T-2 Biking: Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.

Plan	Objective, Policy, Strategy or Action		Current Status
TMP/ ATP	Pol T-2.2, Obj G7.1, G7.2	Create new and improve existing on-street bike facilities, complete marking and capital improvements to the bicycle network	<ul style="list-style-type: none"> • 56 lane miles of bike lanes • 8.6 lane miles of buffered bike lanes • 989 feet of buffered bike lane
TMP/ ATP	Pol T-2.1, Obj G8.4	Make bicycling safer, add pavement markings at signalized intersections	<ul style="list-style-type: none"> • Green lanes through unsignalized intersections along Lake Washington Blvd, Market and Juanita Drive • have fallen short on markings through signalized intersections • re-designed bike box at Juanita/ 98th to accommodate NB to WB left turn
TMP	Pol T-2.3	Build a network of greenways	<ul style="list-style-type: none"> • Neighborhood Greenways Guide for Implementation was adopted • The first two greenways will be completed in 2020 • Next 'Stores to Shores' greenway grant funded for 2023
TMP/ ATP	Pol T-2.5, Obj G8.1	Make it easy to navigate the bicycle network, plan and install a bicycle wayfinding system	<ul style="list-style-type: none"> • Planned wayfinding for the CKC • Greenways includes wayfinding • Wayfinding for Lake Washington Loop
TMP	Action T-1.2.5, T-2.2.1	Recognize bicycle design guidelines (such as NACTO) and adopt them into pre-approved plans	<ul style="list-style-type: none"> • Council has endorsed best practice guidance when Complete Streets was adopted • New and improved bike infrastructure has been built according to best practice since the adoption of the TMP (sidewalk level bike lanes in a number of CIP projects and development projects)
TMP	Pol T-2.4	Implement elements and programs that make cycling easier (referenced bike share).	<ul style="list-style-type: none"> • Council approved bike share program (not scooters). Still assessing the market to find an interested bike (only) share company that will come to Kirkland.

Access to

ATP Goal G4. Increase the number of children who use active transportation to travel to and from school

Schools:

TMP Goals of Walking, Biking and Safety

Plan	Objective, Policy, Strategy or Action		Current Status
TMP	Pol T-1.6	Make it safe and easy for children to walk to school and other destinations.	<ul style="list-style-type: none"> • Safer Routes to School Action Plan complete • Two school zone safety cameras and assessing future opportunities • 34 school zone flashers • 100% of sidewalks on one side of school walk routes (on collector or arterial streets) have been completed
ATP	Obj G4.1	Complete sidewalk on one side of all school walk route segments of all arterials and collector streets	

TMP/ ATP	Pol T-7.5	Work closely with the Lake Washington School District/ develop a project at one or more elementary schools to encourage and increase more children to walk and bike to school.	<ul style="list-style-type: none"> • Participating schools for pilot phase of SchoolPool program include Thoreau Henry David Elementary School, Juanita Elementary School, Finn Hill Middle School • Bike trailer and education program – grant funded in coordination with LWSD and COK • PD – school resource officers have agreed to walk/ bike education • Staff participation in walk/ bike to school month activities
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Programmatic Elements and Monitoring: Within various goals across both plans

Plan	Objective, Policy, Strategy or Action		Current Status
TMP/ ATP	Action T-1.1.1, Obj G2.2	Develop a program to count pedestrian volume in a manner that is meaningful for measuring safety trends, Develop a reliable and accurate measure of pedestrian and cyclist volumes.	<ul style="list-style-type: none"> • Regular counts are conducted on the CKC • Every other year - counts at signalized intersections include ped/ bike counts • Before/ after counts – greenways • other traffic studies completed (CKC Crossing at hairpin for instance)
ATP	Obj G5.4	Monitor performance of “take it to make it” pedestrian flags.	<ul style="list-style-type: none"> • The flags designs were updated to be more intuitive and this has had success with awareness. • A volunteer program was established and program has grown
TMP	Action T-1.1.2	Integrate efforts between the Public Works and Police Departments to ensure timely reporting and accurate cataloging of crash data.	<ul style="list-style-type: none"> • Purchased Crossroad Analytics analysis software to better track COK crash data
ATP	Obj G2.3, G2.5	Increase the number of people walking and cycling through programs that focus on encouragement and education. Add or improve an encouragement element each year.	<ul style="list-style-type: none"> • The city hired a transportation program coordinator • GreenTrip since 2014 • SchoolPool is now in three pilot schools • first Bike to School month in 2018 • participated in walk to school week (Oct)